



## Station 2: Review of the Current Bicycle Master Plan

### PUBLIC COMMENTS RECORDED AT STATION 2

- There should be a website or hotline for bicyclists to report concerns or poor road conditions.
- There should be a database that is accessible by various cycling organizations and enables cyclists to share information about bicyclists' concerns and complaints.
- It is difficult to load bikes on the University of California – San Diego (UCSD) bus bike racks. UCSD could convene a focus group composed of different types of users to select racks that would accommodate people of all sizes and strength levels.
- Provide more bicycle carrying capacity on MTS buses and dedicate an individual car for bicycle transport on trolley lines by removing all seats in the car designated for bikes.
- Priority should be given to completing gaps in existing bike lanes. Discontinuous bike lanes are a problem.
- Provide guidance to bicyclists about where to position ourselves at intersections so that we are detected by loop detectors and thus able to trigger signals.
- A county-wide bicycle and pedestrian plan with maps is needed.
- Wayfinding signage for cyclists would be very helpful.
- Roadways are not safe for bicyclists. Separated bike paths are needed for safe bicycling.
- San Diego is not a bike-friendly city.
- Street cleaning should be a priority. Bike lane and roadway shoulder maintenance is needed.
- Pave roadway shoulders.
- Include road grade information on bicycle user maps.
- Linda Vista Road and Kearny Villa Road were repaved but the roadway shoulders were not. This is a problem for bicyclists.
- More bicycle-sensitive loop detectors are needed in left turn lanes so that bicyclists aren't forced to wait until a car arrives and activates the light.
- Label neighborhoods on maps.
- Show more graphics at the workshop to describe to cyclists how they would fit into the proposed network. Include plans and sections of example corridors.
- Use painted bike lanes to increase the visibility of bicyclists and facilities.
- Robinson Avenue becomes a narrow bridge between 6<sup>th</sup> Avenue and 10<sup>th</sup> Avenue which is difficult for bicyclists to maneuver with traffic.
- Reduce the amount of free on-street parking. Convert parking space to bicycle facilities.

# City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- Sharrows should be added to Class III bike routes.
- There are inaccuracies in the existing facilities shown in the map displayed. There are no existing bike lanes on Mira Mesa Road, as shown on the map. There are bike lanes on Camino Santa Fe that aren't shown on the map. There is no existing facility on Miramar Road; it is a gap. There are bike lanes on Texas Street from Madison Avenue to Camino del Rio S. that aren't shown on the map.
- Traffic calming is greatly needed. University Avenue, Gilman Drive and Park Boulevard would be improved by traffic calming. La Jolla Boulevard in the Bird Rock neighborhood is a good example of effective traffic calming.